

Surface Transportation Board, DOT

Subpt. A, App. III

5. Maintenance of Equipment
6. Transportation
7. General and Administrative
8. Casualty Reserve Account
9. Performance Standards
10. Total Avoidable Costs (lines 4 through 9)

RETURN ON VALUE FOR

11. Valuation of Property (lines 11a plus 11b)
 - a. Book Value of Equipment
 - b. Book Value of Roadway and Structures
12. Rate of Return
13. Total Return on Value (line 11 times line 12)

ESTIMATED SUBSIDY PAYMENT

14. Subsidy Estimate (line 3 minus lines 10 and 13)
15. Financial Assistance from Subsidizer
16. Estimated Emergency Operating Assistance from the Secretary (line 14 minus line 15)

TRAFFIC AND OPERATING DATA

1. Number of Passengers Carried
2. Total Car Miles

APPENDIX II—FINANCIAL STATUS REPORT

A railroad entering into a subsidy agreement shall compile the information prescribed below in accordance with the standards set forth in §§1157.3 through 1157.9. The actual data for the period to date and a projection to the end of the subsidy period shall be shown for each item.

REVENUES ATTRIBUTABLE FOR ACTUAL AND PROJECTED

1. Passenger

2. All Other
3. Total Revenues Attributable (lines 1 plus 2)

AVOIDABLE COSTS FOR

4. Maintenance of Way and Structures
5. Maintenance of Equipment
6. Transportation
7. General and Administrative
8. Casualty Reserve Account
9. Performance Standards
10. Total Avoidable Costs (lines 4 through 9)

RETURN ON VALUE FOR

11. Valuation of Property (lines 11a plus 11b)
 - a. Book Value of Equipment
 - b. Book Value of Roadway and Structures
12. Rate of Return
13. Total Return on Value (line 11 times line 12)

SUBSIDY PAYMENT

14. Subsidy Payment (line 3 minus lines 10 and 13)
15. Financial Assistance from Subsidizer
16. Emergency Operating Assistance from the Secretary (line 14 minus 15)

TRAFFIC AND OPERATING DATA

1. Number of Passengers Carried
2. Total Car Miles

APPENDIX III—SPEED FACTORED GROSS TONS FORMULA (SFGT)

The following formula is required to calculate the SFGT to be used under §1157.7(f)(1)(B) of this part.

All Track and Roadbed Maintenance:

$$\text{SFGT} = Y(.670 + .910 N) + N \left[1.840 + .870 \sqrt{\text{GT}} + .058 \text{GTF} + .029 \text{GTP} + .048 J \right. \\ \left. \left[\text{GTF} \left(1 + \frac{\text{VF}}{600} + \frac{(\text{VF})^2}{6000} \right) + \text{GTP} \left(1 + \frac{\text{VP}}{750} + \frac{(\text{VP})^2}{9375} \right) \right] \right]$$

or in cases where freight speeds are equal to or greater than 80 percent

of passenger speeds, the freight and passengers terms may be combined as

shown below.

$$\text{SFGT} = Y(.670 + .910 N) + N \left[1.840 + .870 \sqrt{\text{GT}} + .058 \text{GTF} + .029 \text{GTP} + .048 J \right. \\ \left. \left[\text{GT} \left(1 + \frac{\text{V}}{600} + \frac{\text{V}^2}{6000} \right) \right] \right]$$

§ 1157.20

where:

GT=Total gross tons of traffic (in millions) per track mile per year.

GTF=Freight traffic gross tons (in millions) per track mile per year.

GTP=Passenger traffic gross tons (in millions) per track mile per year.

N=Number of tracks per route mile.¹

V=Speed factor (the larger of freight speed or 0.8 times passenger speed).

VF=Freight speed.

VP=Passenger speed.

J=1 for welded rail.

1.5 for bolted rail.

[Y=As shown below]

FRA class of tracks and type of operation	Value of Y		
	Main line	Branch line	Yard and switch
Class 1, 2, 3; freight only up to MGT per mile per year	1.00	0.56	0.14
Class 1, 3; passenger, or Class 1, 2, 3; freight more than 10 MGT per mile per year	1.12	0.66
Class 3; passenger, or Class 4, 5, 6; all traffic	1.15	0.69

[44 FR 16411, Mar. 19, 1979, as amended at 45 FR 47, Jan. 2, 1980. Redesignated at 47 FR 49582, Nov. 1, 1982]

¹In calculating total SFGT, the value of N shall reflect the total number of tracks presently in place. Any tracks constituting present excess capacity shall be included in this value of N.

Where the commuter authority is the minority user the value of N, used in calculating SFGT for freight and/or intercity passenger service, shall reflect the total number of tracks less the number of tracks (if any) which could be eliminated if commuter service were discontinued. Any tracks constituting present excess capacity shall be included in the value of N when computing SFGT for freight and/or intercity passenger.

Where the commuter authority is the dominant user, the value of N shall reflect the total number of tracks less the number of tracks (if any) which could be eliminated if freight and/or intercity passenger service were discontinued. Any tracks constituting present excess capacity shall be included in the value of N when computing SFGT for commuter service.

The speed factors used shall be governed by the highest authorized speed in the designated area for the respective types of service.

Special studies may be conducted from time to time to update the constants used in the formula.

49 CFR Ch. X (10–1–96 Edition)

Subpart B—Notice of Discontinuance of Commuter Service by Amtrak Commuter Services Corporation

AUTHORITY: 49 U.S.C. 504(d)(2).

SOURCE: 48 FR 414, Jan. 5, 1983, unless otherwise noted.

§ 1157.20 Purpose.

Section 1137 of the Northeast Rail Service Act, 45 U.S.C. 504(d)(2), directs the Rail Services Planning Office (RSPO) to issue regulations prescribing the necessary contents of a notice by Amtrak Commuter Services Corporation (Commuter Services Corporation) to discontinue commuter service operations. Commuter Services Corporation may discontinue commuter service upon 60 days notice if (a) a commuter service operating payment (subsidy payment) is not made by a commuter authority in accordance with the Standards For Determining Commuter Rail Service Continuation Subsidies issued by RSPO, or (b) an applicable subsidy payment is not paid when it is due.

§ 1157.21 Content and form of the notice.

The notice to discontinue commuter service operations shall contain the following information and shall be in the following form:

NOTICE OF DISCONTINUANCE OF COMMUTER SERVICES CORPORATION'S OPERATION OF [NAME OF SUBSIDIZER] COMMUTER RAIL SERVICE

Commuter Services Corporation hereby gives 60 days notice that on [date of proposed discontinuance] it intends to discontinue the operation of commuter rail service currently subsidized by [name of subsidizer] in [identify general area to be affected].

Commuter Services Corporation intends to discontinue the service because [name of subsidizer] has [cite reason for discontinuance in accordance with 45 U.S.C. 504(d)(1)(A) or (B)] as required by section 1137 of the Northeast Rail Service Act of 1981.

Timetables for the commuter service to be discontinued are [list timetables for the affected commuter service]. For further information contact [specify name and telephone number of a designated representative for Commuter Services Corporation and the subsidizer].

Commuter Services Corporation.